Madras Corporation, and the present scheme which is expected to involve an outlay of only Rs 25 lakhs is the outcome of the modifications made on Mr. Madeley's suggestions.

25. *Trivandrum Electric Supply.* A lump sum provision of Rs 1·5 lakhs has been made in the budget estimates for the Trivandrum Electric Supply Scheme. The question of harnessing the Aruvikkara falls for the supply of electric power for the city by utilising the dam and storage which would be built for the water works was carefully considered. Government have been advised that the entire discharge of the river supplemented by the storage will give enough water to work the turbines for only 260 days in the year and that for the remaining part, provision would have to be made either by a supplemental storage or by an auxiliary oil engine installation. The idea now is to have an oil engine installation for the present and take up the question of harnessing the Aruvikkara falls if future demands justify the introduction of a hydro-electric scheme. We have already power plant at 14 public institutions in our city, costing us in all nearly Rs ·3 lakh in a year. With electric power brought to the city, street lighting as well as lighting and fans in public institutions can be arranged for by electric power. Private residences and shops might also be expected to go in for electric installation even at an early stage. Here also we have to prepare detailed estimates for the various items of machinery and materials. The hydro-electric scheme was estimated to cost Rs 5·6 lakhs and the oil-engine scheme Rs 2·85 lakhs.

26. *The State-aided Bank of Travancore Ltd.* The Bank commenced its business in Kumbhom last. In accordance with the agreement entered into with the Bank, Government have to deposit up to B. Rs 5 lakhs for five years. One half of this deposit is to be free of interest and the other half is to bear interest at 4 per cent. per annum. The Bank has already been given B. Rs 2·83 lakhs and provision has been made in the new year's estimate for payment of the balance of the promised deposit.

THE FINANCIAL POSITION—OUR ASSETS AND LIABILITIES.

27. A statement of our assets and liabilities as at the close of 1102 and 1103 appears at page 7 of the Budget Estimates. Our fluid balances—in cash and gilt-edged securities—stood at Rs 184·37 lakhs after the close of last year and are expected to rise to Rs 215·32 lakhs at the close of the current year; and after meeting the budgeted capital expenditure in the next year, we expect to have a fluid

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[Mr. K. N. Ramasubba Aiyar.]

balance of Rs 205·65 lakhs. I have already referred to the sinking fund accumulations for discharging our obligations for the Shencottah-Quilon Railway line. There is another special sinking fund which we started for discharging our Debenture Loan of 1091. The loan money raised was B. Rs 14·49 lakhs and the sinking fund accumulation stands at Rs 5·24 lakhs as at the close of the current year. It will be seen that we hold specially ear-marked securities against these sinking fund balances, which are quite apart from the securities which form part of our surplus investments.

28. The steady rise in our savings bank deposits which stood at Rs 54 lakhs at the close of the last year and which are expected to go up to Rs 62 and 68 lakhs at the close of the current year and next year respectively, is a welcome sign. The interest payable on these savings bank deposits is more than covered by the interest earnings on our investments of surplus cash balances, in fixed deposits and Government of India securities.

29. I have stated that the Government Account will close in the next year with a balance of Rs 116·69 lakhs which may be considered a satisfactory figure.

CONCLUSION.

30. I have now to request members to give their careful consideration to the Budget which is before the House.

LEGISLATION.

THE HACKNEY CARRIAGE REGULATION AMENDING BILL.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, I rise to introduce a Bill to amend the Hackney Carriage Regulation, VI of 1089. The Bill has been published in the Gazette with the statement of objects and reasons and I beg to move that the Bill be read in Council.

MR. P. N. KRISHNA PILLAI (*Secretary to Government*): I second it.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): Sir, the Hackney Carriage Regulation was passed with a view to control and license the hackney carriages as well as their drivers. Under the provisions in the Regulation and the bye-laws passed there under, when a hackney carriage is licensed, a number-plate has to be affixed to the carriage to show the register number of the carriage and, when a driver is licensed, he has to be given a driver's badge. Further, under the bye-laws, a fare-plate showing the authorised fares for the carriages from one place to another has also to be affixed in the carriages themselves. These three things, *viz.*, the number-plates, the drivers' badges and the fare-plates cost some money to the Government

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